



## *Report to the Auburn City Council*

Action Item  
Agenda Item No. 9

City Manager Approval

**To:** Mayor and City Council Members  
**From:** Bernie Schroeder, Public Works Director *BS*  
Megan Siren, Transit Manager/Administrative Analyst *MS*  
**Date:** May 9, 2011  
**Subject:** Funding Agreement with PCTPA for the Auburn Transit Bus Replacement Project

### **The Issue**

Shall the City Council approve the Funding Agreement with Placer County Transportation Planning Agency for the Auburn Transit Bus Replacement Project?

### **Conclusion and Recommendation**

Staff recommends, BY RESOLUTION, authorize the City Manager to execute the funding agreement with Placer County Transportation Planning Agency for the Auburn Transit Bus Replacement Project.

### **Background**

Public Works submitted a request for \$22,835 to Caltrans under the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) from the Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act approved by the California voters in November 2006 to partially fund a bus replacement project in April 2009. The request was approved and Public Works moved forward with ordering the transit bus in July 2010. The bus has been received and placed in service as of February 2011.

Placer County Transportation Planning Agency (PCTPA) recently received the funding from Caltrans for the project. The funding agreement needs to be executed by the City Manager for the City to have the authority to invoice PCTPA for the funds.

### **Alternatives Available to Council; Implications of Alternatives**

1. Proceed with Staff Recommendation
2. Do not proceed with staff recommendation

### **Fiscal Impact**

The Auburn Transit Bus Replacement Project was identified in the FY 2010/11 approved budget and has been expensed. Once the funding agreement is authorized, staff will invoice PCTPA for the funds.

Attachments: Resolution/Funding Agreement

May 4, 2011

Robert Richardson, City Manager  
City of Auburn  
1225 Lincoln Way  
Auburn, CA 95603

**SUBJECT: FUNDING AGREEMENT 10-01 BETWEEN THE CITY  
OF AUBURN AND THE PLACER COUNTY TRANSPORTATION  
PLANNING AGENCY (PCTPA) FOR THE AUBURN TRANSIT BUS  
REPLACEMENT PROJECT**

Dear Mr. Richardson:

This letter, when countersigned, authorizes funding by the Placer County Transportation Planning Agency (PCTPA) for work to be performed by the City of Auburn for the Auburn Transit Bus Replacement Project.

1. **Funding Agreement:** This Funding Agreement is the statement of contract specific requirements applicable to the work effort to be undertaken by the City of Auburn for the Auburn Transit Bus Replacement Project. The Auburn Transit Bus Replacement Project will be funded under the Public Transportation Modernization, Improvement, and Service Enhancement (PTMISE) Account included in Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by California voters in November 2006. The Auburn Transit Bus Replacement Project Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISE) grant application for FY 2008/09 is incorporated in this Funding Agreement.
2. **Term:** City is to commence work immediately and shall be completed no later than June 30, 2012, according to the project schedule / milestones provided in the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISE) grant application for FY 2008/09.
3. **Scope of Services:** City will perform the tasks / milestones to manage and construct the Auburn Transit Bus Replacement Project provided in the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISE) grant application for FY 2008/09.
4. **Personnel:** City will provide its own personnel and /or contractors to perform the work specified in the Funding Agreement. City will also provide administrative support, management, and overhead expenses.

**City of Auburn Funding Agreement #10-01**

**May 4, 2011**

**Page 2**

5. **Compensation:** For services rendered, the City of Auburn will receive a sum not to exceed the amount of \$22,835 identified in the Auburn Transit Bus Replacement Project Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISE) grant application for FY 2008/09. Upon completion of the project, the City shall submit one invoice for reimbursement. The invoice for payment shall reference the work completed and the hours and cost associated with each task / milestone.

If this Funding Agreement meets with your approval, please sign and return one copy. You may retain a copy for your own records. Questions concerning this Funding Agreement should be directed to David Melko of my staff at (530) 823-4090.

\_\_\_\_\_  
Celia McAdam, Executive Director      Date  
Placer County Transportation Planning Agency

\_\_\_\_\_  
Robert Richardson, City Manager      Date  
City of Auburn

Attachment: Auburn Transit Bus Replacement Project FY 2008/09 PTMISEA Grant Application

C: Megan Siren, Transit Manager, City of Auburn  
David Melko, PCTPA

City of **Auburn**

1225 Lincoln Way, Auburn, CA 95603 • (530)823-4211 • FAX (530)885-5508  
www.auburn.ca.gov

April 6, 2009

Joan Musillani  
PTMISEA Program Manager  
California Department of Transportation  
Division of Mass Transportation, MS #39  
PO Box 942874-0001  
Sacramento, CA 94274-0001

Re: City of Auburn's PTMISEA Application

Dear Ms. Musillani:

Please find enclosed the City of Auburn's PTMISEA Application form. Included in the packet you should find Auburn Transit's Short Range Transit which was updated in 2004/2005 and a letter from Placer County Transportation Planning Agency supporting the use of the regional funds dated December 4, 2008.

If you require additional back-up information or have any questions, please feel free to call me at 530-823-4211 extension 145.

Most Sincerely,



Megan Siren  
Transit Manager/Administrative Analyst

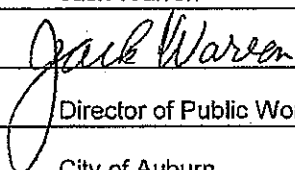
Enclosures

**Public Transportation Modernization, Improvement and  
Service Enhancement Program (PTMISEA)  
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

Regional Entity Placer County TPA	
Project Sponsor*: City of Auburn	County: Placer
Project Title: Bus Replacement - Cutaway	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: Jack Warren

Signature: 

Title: Director of Public Works

Agency: City of Auburn

Date: \_\_\_\_\_

\*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution. Sign below or attach a separate officially signed letter providing that information.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_ Amount: \_\_\_\_\_

**PTMISEA 2008- 09 PROJECT DESCRIPTION  
AND ALLOCATION REQUEST  
Project Allocation**

07/08

08/09

Allocation Amount per GC 8879.55(a)(2)/PUC 99313:	\$	\$22,835
Allocation Amount per GC 8879.55(a)(3)/PUC 99314:	\$	\$
PTMISEA Interest:	\$	\$
Total Project Allocation Request:	\$0	\$22,835
Project Title: <u>Bus Replacement - Cutaway</u>		
Project Location: <u>City of Auburn</u>		

**Table 1: Project Sponsor/Recipient Agency Information**

Project Sponsor/ Recipient Agency: <u>City of Auburn</u>		<i>Legislative District Numbers</i>	
Contact: <u>Megan Siren</u>		Senate: <u>1</u>	
Contact Phone #: <u>530-823-4211 x 145</u>		Assembly: <u>4</u>	
Email Address: <u>msiren@auburn.ca.gov</u>	Amount:	Congressional: <u>4</u>	
Address: <u>1225 Lincoln Way</u>	\$	Type: <u></u>	
<u>Auburn, CA 95603</u>	\$		

**Table 2: Contributing PTMISEA-Eligible Project Sponsor Information**

PTMISEA Contributors: <u>Placer County TPA</u>	Amount:	Type:
Contact: <u>David Melko</u>	<u>\$22,835</u>	<u>99313</u>
Contact Phone #: <u>530-823-4090</u>	\$	
Email Address: <u>dmelko@pctpa.net</u>		
Address: <u>299 Nevada St</u>		
<u>Auburn, CA 95603</u>		
Other PTMISEA Contributors ( Attach sheet with contact info)	Amount:	Type:
	\$	
	\$	
	\$	
TOTAL	<u>\$22,835</u>	

(\*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

**Table 3: Project Category**

Check only 1 box that best fits the description of the project being funded.

- |  |  |
|--|--|
| <input type="checkbox"/> Rehabilitation, Safety or Modernization Improvement | <input type="checkbox"/> Bus Rapid Transit                     |
| <input type="checkbox"/> Capital Service Enhancement or Expansion            | <input checked="" type="checkbox"/> Rolling Stock Procurement: |
| <input type="checkbox"/> New Capital Project                                 | <u>Expansion</u>   |
|  | <u>Rehabilitation</u>  |
|  | <u>X Replacement</u>   |

**Table 4: Project Summary**

a) Describe the project (or minimum operable segment) for which you are applying for funds, including the useful life for all projects. Attach additional sheets if necessary.  
Write here: The City of Auburn is requesting funding for a replacement of a transit bus. The bus will be a cutaway gasoline powered bus with a useful life of 7 years or 200,000 miles. The cutaway transit bus will replace a transit vehicle that had reached its useful life.

b) If the application is for the purchase of vehicles or rolling stock, please include information on size, passenger count, accessibility, expected useful life and fuel type:

Write here: The transit bus will be a gas bus that is 25 feet long that holds 22 passengers. The expected useful life is 7 years or 200,000 miles.

**Table 5: Description of Major Benefits/Outcomes (Also complete and submit Attachment A.1)**

Write brief summary here:

The major benefit and outcome of the project is to increase fleet reliability and increase the life of Auburn Transit's fleet.

Measurable Statistical Benefits in Percentages:

The new purchase will increase the life of the fleet by 10%.

**Table 6: Project Schedule and Milestones (Also complete and submit Attachment A.2)**

	Date
Begin Project Approval & Environmental Document Phase	
End Project Approval & Environmental Document Phase Milestone	
Begin Plans, Specifications & Estimates Phase Milestone	
End Design Phase (Ready to list for Advertisement Milestone)	
Begin Right of Way Phase	
End Right of Way Phase (Right of Way Certification Milestone)	
Begin Construction Phase (Contract Award Milestone)	
End Construction Phase (Contract Acceptance Milestone)	
Begin Vehicle/Equipment Order (Contract Award Milestone)	Sep-09
End Vehicle/equipment Order (Contract Acceptance Milestone)	Jul-10
Begin Closeout Phase	Jul-10
End Closeout Phase	Sep-10

**Table 7: Tax Compliance Information**

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?	<input type="checkbox"/> YES
	<input checked="" type="checkbox"/> NO
If yes, please describe the source of the money and provide an estimate of the amount:	Estimate: \$

☒ A completed Attachment A.1

☒ A completed Attachment A.2

☒ The most recently adopted short-range transit plan, or other publicly adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements which indicates this project is consistent with it.

## Description of Major Benefits and Outcomes

## Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

**PROJECT SPONSORS:** Please check the appropriate bond category the funding will be used for and complete the corresponding information for project type, outputs and benefits/outcomes. If you are funding more than one project, complete a separate sheet for each project. Examples are provided. Project Sponsors will use this table to report progress to the Department semi-annually and for annual audits. The information will be reported to the Legislature and the Department of Finance and will be available on the Governor's Bond Accountability Website for the public.

Prop 1B Bond Category (Check Only 1)	Project Description (Example shown)	Outputs (Provide the number of items to be obtained)	Benefits/Outcomes Expected (Provide the expected result of project.) Please choose from attached list
1) Improvements: ___ Rehabilitation, or ___ Safety, or ___ Modernization	Examples: Transit Fleet Rehabilitation or Transit Information Systems	Examples: Total <u>number</u> of vehicles to be rehabilitated/refurbished Total <u>number</u> of AVL or next bus signs to be installed	Examples: Extend bus life by 10 years Increase safety 10% Improve on-time performance 10% Reduce pollution by 15%
	State your project here:	State your output here:	State your expected benefits here:
2) Capital Service: ___ Enhancement or ___ Expansion	Examples: Install Equipment Add commuter rail lines or bus lines	Examples: Total <u>number</u> AFC to be installed, Total <u>number</u> new commuter lines or bus routes to be installed	Examples: Improve on-time performance 10% # of riders increased by 10% Increase commuter lines 10%
	State your project here:	State your output here:	State your expected benefits here:
3) Capital Projects: ___ New	Examples: Commuter lines	Examples: Total <u>number</u> of miles or lines	Examples: Increase lines or routes by 10%
	State your project here:	State your output here:	State your expected benefits here:
4) BRT: ___ Improvements	Examples: Commuter lines or miles Buy buses	Examples: Total <u>number</u> of BRT miles or access ramps to be built Total <u>number</u> of priority signalization equipment to install	Example: # of riders increased by 10%
	State your project here:	State your output here:	State your expected benefits here:
5) Rolling Stock Procurement for: ___ Expansion Or ___ X Replacement Or ___ Rehabilitation	Example: Purchase new vehicles	Example: Total <u>number</u> of new vehicles purchased and type	Examples: # of riders increased by 10% Increase life of fleet by 10% Reduce service costs by 10%
	State your project here:	State your output here:	State your expected benefits here:
	Purchase a replacement transit bus	One transit bus will be purchased	Increase life of fleet by 10% & increase vehicle reliability



Choose an output that best describes your project and include in Table 5 of Attachment A, along with the Outcome / Benefit stated as a percent.

Outcomes / Benefits				
Outputs	Increased Ridership	Reduced Operating / Maintenance Cost	Reduced Emissions	Increased System Reliability
	Increase in Rail Transit Round Trips	Increase Fleet Life	Increase Fuel Efficiency	Increase Vehicle Reliability
	Average Daily Rides	Reduce Vehicle Miles	Construct CNG / LNG Fueling station	Service Facility Expansion
	Increased Capacity	Enhanced Maintenance Capacity	Purchase CNG / LNG vehicles	Improved System Performance
	Accommodate Growth	Increased Efficiency / Reduced Costs		On-Time Performance Increase
	Increase Mobility	Extend Vehicle Life		
	Reduce Congestion	Maintenance / Storage Facility Construction / Expansion		
	Transit Center Construction / Expansion	Decrease Fueling Time		
	Park & Ride Spaces			
	Security Enhancement ADA Requirement Safety Improvement			

**Definitions:**

Outputs are the tangible products from a project.

Outcomes / Benefits are the result of the Output.

**Examples:**

Project Description - Pave and restripe 40 Park & Spaces.

Output - Park & Ride Spaces

Benefit - Increase Ridership by 5%

Project Description - Rehabilitate 50 Buses.

Output - Increase fleet life

Benefit - Reduce Operating / Maintenance Cost by 10%

Project Description - Replace 10 Diesel buses with new CNG models

Output - Purchase CNG vehicles

Benefit - Reduce Emissions by 20%

Project Description - Purchase and Install AVL in bus fleet

Output - On-Time Performance Increase

Benefit - Increased System Reliability by 10%

note:

Percentis provided are for example purposes only.

**Public Transportation Modernization, Improvement, and Service Enhancement Account  
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Vehicle Purchase	0	0	0	119,923	0	0	0	119,923
Other	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,923</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,923</b>

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)								Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase				22,835				0
Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,835</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Funding Source: PTMISEA INTEREST								Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Funding Source: FTA 5309								Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase				97,088				97,088
Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,088</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,088</b>

Funding Source:								Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Funding Source:								Total
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	
E&P (PA&ED)								0
PS&E								0
R/W								0
CON								0
Vehicle Purchase								0
Other								0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# AUBURN TRANSIT SHORT RANGE TRANSIT PLAN UPDATE

*Final Report*

*Prepared for the*

Placer County Transportation Planning Agency

*Prepared by*

LSC Transportation Consultants, Inc.



# **AUBURN TRANSIT SHORT RANGE TRANSIT PLAN UPDATE**

## ***Draft Report***

*Prepared for the*

Placer County Transportation Planning Agency  
550 High Street, Suite 107  
Auburn, California 95603

*Prepared by*

LSC Transportation Consultants, Inc.  
P.O. Box 5875  
2690 Lake Forest Road, Suite C  
Tahoe City, California 96145  
530/583-4053

December 2, 2004

LSC #037290

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APPENDIX D

## Chapter 12

# Auburn Transit Short Range Transit Plan

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In light of the characteristics and transit needs of the study area, as documented in previous chapters, the following Short Range Transit Plan has been developed for Auburn Transit. The Plan is intended to address the following factors:

- The stated desire of local officials and the general public to maintain as much of existing services as possible, given limited financial resources.
- The need to increase operating and capital funding over the Plan period to keep pace with inflation.
- The need to adjust services to reflect changes in land use and associated transit demand patterns, and to maximize service effectiveness.
- The need to address transit program issues through Service, Capital, Institutional and Financial modifications.
- To meet the requirements of the ADA, the TDA and the FTA.

The Plan presented below is based on three underlying assumptions:

- Service quantities will expand, when warranted and financially feasible, over the next seven years in order to maintain and enhance service quality.
- No new operating funding sources will become available for local transit programs during the seven-year Plan period, and the Plan must be financially sustainable within the existing funding sources.
- Finally, it is important to note that Auburn Transit will not meet the minimum 10 percent farebox recovery ratio mandated by the TDA, unless revisions are made to the program.

The various Service, Capital, Institutional and Financial elements of the Short Range Transit Plan are presented in the three sections below. Together, these Plan elements will increase access to transit services, fully meet the requirements of the ADA, and ensure that Auburn Transit services are financially sustainable. Finally, an Implementation Plan is presented to guide transit improvements over the next seven years.

### SERVICE PLAN

The basis for any transit plan is the development of an effective and appropriate service strategy. The types of service provided, their schedules and routes, and the quality of service can effectively determine the success or failure of a transit organization. This section provides a discussion of improvements to the transit services that will be implemented by Auburn Transit over the next seven years.

Each Service Plan element is summarized below (detailed descriptions are provided in Chapter 9), and corresponding operating cost, ridership and farebox revenue tables are presented at the end of this chapter. These Plan elements are also summarized in Figure 52 at the end of this chapter. Ridership for the status quo / base case scenario, as well as for each Service Plan element, is assumed to increase annually by the projected average rate of population growth in Auburn, equating to 1.6 percent annually between 2005 and 2010 (as presented in Table 7 in Chapter 2).

It should be noted that modified transit services typically take one full year to reach full ridership potential. Accordingly, first year ridership impacts are factored down 25 percent for modified services in Table 64 at the end of this chapter. It should also be noted that the base case / status quo scenario includes the projected ridership and farebox revenues impacts resulting from moving the main transfer point between Auburn Transit, Placer County Transit and Gold Country Stage services to the Auburn Station facility, which occurred in February 2004.

#### **Provide Service to Gray Horse and Vintage Oaks Subdivisions**

Due to recent development in Auburn, residents in the Gray Horse and Vintage Oaks subdivisions have recently requested that checkpoint deviation service be expanded to serve their residential developments. Since serving these two areas would not significantly impact route running times on the Blue Route, Auburn Transit will serve these two areas on a call-in basis beginning in Fiscal Year 2005-06. These new checkpoints are depicted in Figure 52 at the end of this chapter. It should be noted that stretching the existing service area all the way to the Vintage Oaks development on each and every run would impair the ability of the bus to remain on schedule. As such, Auburn Transit will provide service to these areas on a call-in basis only. Under this arrangement, requests for pick-ups will be required to be phoned-in within 30 minutes before the trip time; on the return trip, passengers can simply request service from the driver.

Serving these two new areas will increase annual vehicle service miles traveled, assuming that the bus will serve both areas on each run. Annual vehicle service hours will remain unchanged as a result of implementing this Service Plan element. In total, these additional vehicle service miles will require an additional \$7,170 in annual operating funds. This represents a worst-case scenario, since it is unlikely that riders will request that a bus serve both areas on every run. As such, for planning purposes this Plan assumes 50 percent of the full potential operating cost impact, or \$3,690. Annual ridership under this service modification is anticipated to increase by approximately 700 one-way passenger-trips (270 at Gray Horse and 430 at Vintage Oaks) at full buildout for the two residential developments.

#### **Monitor Saturday Service**

Responding to low ridership and the need to increase cost-efficiency, Auburn Transit recently eliminated Sunday service, and reduced Blue Route service on Saturday to 9:00 A.M. – 3:00 P.M. (with last dropoffs by 3:30 P.M.). As mentioned above, Auburn Transit's operating farebox recovery ratio has been declining over the past several years and could remain under the state-mandated 10 percent level, even with this service reduction. Auburn Transit staff will monitor productivity of the Saturday service, as well as overall farebox return ratio. If necessary and warranted, further modifications to weekend service will be considered.



If warranted eliminating Saturday service would reduce annual operating costs by \$18,360. This reduction in service level would reduce annual Saturday ridership by approximately 34 one-way passenger-trips on each Saturday, equating to 1,750 annual one-way passenger-trips. The transit program would save \$9.84 in operating subsidy for every Saturday passenger-trip not served.

## **POTENTIAL FUTURE SERVICE PLAN ELEMENT**

In addition to the Service Plan elements identified above for the seven-year Plan period, one additional service improvement has been found to be operationally feasible, but currently financially infeasible. Implementation of this additional improvement will be dependent upon obtaining additional financial resources.

### **Potential Future Provision of Consistent Weekday Hourly Service**

At present, the frequency of service provided on Auburn Transit's checkpoint deviation service is irregular, operating on varied headways throughout the service day. While the service has proven to be successful in serving the needs of some riders, the headway inconsistency dissuades many potential riders from using the service. For instance, if a passenger misses the 6:00 A.M. Blue Route bus, the wait for the next bus is two hours, dissuading all but those who are dependent on transit service from using the system.

A straightforward method of improving service would be to provide consistent hourly headways during all hours of weekday operation. This increase in service would require an additional \$103,880 in annual operating funds. No capital costs would be incurred as no additional vehicles would be required. This Potential Future Service Plan element is estimated to increase annual ridership by 5,070 one-way passenger-trips.

### **Potential Future Reinstitution of Weekend Service**

If future financial conditions allow, full Saturday and/or Sunday service could be reinstituted. The impact to annual operating costs would be an increase of \$13,120 (in Fiscal Year 2005-06 dollars), based on the current weekend daily span of service. Ridership would increase on the order of 1,230 annual one-way passenger-trips.

## **CAPITAL PLAN**

The following capital projects have been identified as being operationally and financially feasible over the seven-year Plan period.

### **Vehicle Fleet Replacement**

As presented in Table 22 in Chapter 3, Auburn Transit uses a peak of two buses in daily service. Auburn Transit currently has a total fleet of three 22- to 24-passenger mid-size and two 15- to 17-passenger minibuses. Given the peak fleet needs of the organization, a total of four mid-buses are currently required based on the need for two spare buses. As such, the Auburn Transit fleet is slightly larger than necessary based upon peak service needs.

The Capital Plan provides a vehicle replacement schedule that will bring the fleet size in line with the recommended standard. In short, the 1987 Chevrolet cutaway minibus will be retired and replacement buses will be purchased as follows:

- The 1998 Goshen bus will be replaced with a mid-size bus in Fiscal Year 2005-06.
- The 2000 Ford minibus will be replaced with a minibus in Fiscal Year 2008-09.
- Both 2002 El Dorado buses will be replaced with mid-size buses in Fiscal Year 2010-11.

*This is the bus that will be replaced*

The per unit cost for these vehicles is assumed to be \$75,000 per minibus and \$115,000 per mid-size bus, in 2004 dollars. No expansion buses are assumed as part of the financially constrained Plan. Auburn Transit will continue to pursue CNG-powered mid-size buses and will use clean diesel-fueled minibuses. Auburn Transit should investigate switching to an alternative fueled minibus (such as CNG or electric-hybrid vehicles) during the procurement process in Fiscal Year 2008-09.

### **Bus Stops and Amenities**

Bus stops need to be visible and safe, allowing adequate space to safely load and unload passengers. The "street furniture" provided at bus stops is an important component of the transit system's attractiveness to both passengers and non-passengers. Bus benches and shelters can play a large role in improving the overall image of a transit system and in improving the attractiveness of transit as a travel mode. More importantly, shelter is vital to those waiting for buses in harsh weather conditions. Currently, there are five bus stops with shelters and benches, and five stops with benches.

The 2003-2008 Transit Shelter Plan for the region recommends installation shelters at the following locations in Auburn:

- Auburn Ravine at The Palms
- High Street near Fairgrounds
- Nevada Street Post Office

A total of \$5,000 is planned for each year of the Plan period for passenger amenities including site improvements at bus stops with safety deficiencies.

### **Implement On-Board Surveillance System**

There is a need to occasionally address behavior problems on Auburn Transit buses, particularly loud and abusive language by teen-age riders. One technology that has been implemented by transit and school bus agencies across the country is the use of on-board surveillance cameras. The leading technology uses a digital recording system that can simultaneously record several cameras at once. Based on the planned fleet of buses and costs incurred at similar transit agencies, it is estimated that this Capital Plan element will cost on the order of \$10,500. This estimate is based on approximately \$2,000 per bus (times four buses), plus approximately \$2,500 for software and hardware needed at the operations base for transferring and storing the data. Recent advancements allow agencies to monitor driver actions such as brake and throttle use, engine idling time and, brake retarder use. Leading edge technologies allow agencies to monitor activity from a central base using radio frequency transmission, which is particularly useful for



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

December 4, 2008

Jack Warren, Public Works Director  
City of Auburn  
Department of Public Works  
1225 Lincoln Way  
Auburn, CA 95603

TRANSIT DEPT.

DEC 10 2008

City of Auburn

KEITH NESBITT  
City of Auburn  
SHERRIE BLACKMUN  
City of Colfax  
TOM COSGROVE  
City of Lincoln  
RUSS KELLEY  
Town of Loomis  
KATHY LUND  
City of Rocklin  
GINA GARBOLINO  
City of Roseville  
JIM HOLMES  
KIRK UHLER  
Placer County  
RON MCINTYRE  
Citizen Representative  
CELIA MCADAM  
Executive Director

**Re: PTMISEA Verification of Funds – Auburn Transit Application**

Dear Jack:

This letter will serve as verification that the Placer County Transportation Planning Agency (PCTPA) Board of Directors approved on December 4, 2008 a Final Estimate FY 2008/2009 Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Jurisdiction Fund Allocation and FY 2007/2008 Fund Balance (refer to enclosed PCTPA Board Agenda, Consent Calendar memorandum, Board Resolution, and PTMISEA spreadsheet).

The approved PTMISEA Jurisdiction Fund Allocation is based on an estimate provided by the State Controllers Office on October 10, 2008 to PCTPA. The approved Jurisdiction Allocation includes both GC8879.55 (a) (2) population allocation funds as well as GC8879.55 (a) (3) fare revenue allocation funds for all jurisdictions within western Placer County.

This letter also serves as verification that Auburn Transit can serve as project sponsor for both sets of PTMISEA funds.

Should you have any questions, please feel free to contact David Melko of my staff at (530) 823-4090.

Sincerely,



Celia McAdam, AICP  
Executive Director

Enclosures: 1. PCTPA Board of Directors Agenda, Consent Calendar (see item #F4), Board Resolution.  
2. PCTPA Final Estimate FY 2008/2009 PTMISEA Jurisdiction Fund Allocation and FY 2007/2008 Fund Balance (spreadsheet)

Enc/C: Megan Siren, City of Auburn  
David Melko, PCTPA



## A G E N D A

Thursday, December 4, 2008 - 9:00 AM  
Board of Supervisors Chambers  
175 Fulweiler Avenue, Auburn, CA 95603

- A. Flag Salute
- B. Roll Call
- C. Approval of Minutes: October 9, 2008 Action  
Pg. 1
- D. Agenda Review
- E. Public Comment

**PRESENTATION: Recognition of Congressman John Doolittle**

- F. Consent Calendar Action  
Pg. 7

These items are expected to be routine and non controversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

  - 1. Quarterly Status Report on Federally Funded Projects Pg. 10
  - 2. FY 2008-09 Federal Transit Administration (FTA) Section 5311 Program of Projects Pg. 25
  - 3. Final Bus Rapid Transit Service Plan for South Placer County
  - 4. Final Estimate FY 2008-09 PTMISEA Jurisdiction Fund Allocation and FY 2007-08 Jurisdiction Fund Balance Pg. 27
  - 5. Final Estimate FY 2008-09 State Transit Assistance (STA) Jurisdiction Fund Allocation Pg. 29
  - 6. Final Estimate FY 2008-09 Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Jurisdiction Fund Allocation and FY 2007-08 Jurisdiction Fund Balance Pg. 30
  - 7. FY 2008-09 PCTPA Interim CTSA Claim for Local Transportation Funds (LTF) - \$393,790 Pg. 32
  - 8. FY 2008-09 PCTPA Interim CTSA Claim for State Transit Assistance (STA) Funds - \$27,365 Pg. 35
  - 9. FY 2008-09 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$393,790 Pg. 39

**Board of Directors Meeting Agenda**  
**PLACER COUNTY TRANSPORTATION PLANNING AGENCY**  
**December 4, 2008**  
**Page 3**

3. Transportation Voucher Pilot Program

- |           |  |                         |
|-----------|--|-------------------------|
| <b>R.</b> | <b>Member Agreements for Community Transit Program</b>   | <b>Action</b><br>Pg. 92 |
| <b>S.</b> | <b>Consent Calendar</b><br>These items are expected to be routine and non controversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | <b>Action</b><br>Pg. 93 |
|           | 1. Authorize filing FY 2008-09 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$393,790  | Pg. 39                  |
|           | 2. Authorize filing FY 2008-09 Western Placer CTSA Claim for State Transit Assistance (STA) Funds - \$27,365   | Pg. 42                  |
|           | 3. Approve Resolution No. 08-03 Adopting California Environmental Quality Act (CEQA) Procedures for the Western Placer CTSA  | Pg. 95                  |
|           | 4. Approve Resolution No. 08-04 Adopting the Conflict of Interest Code for the Western Placer CTSA   | Pg. 97                  |
|           | 5. Approve Resolution No. 08-05 Adopting the Contracting Procedures for the Western Placer CTSA  | Pg. 100                 |
|           | 6. Approve Selection of Time and Place of Regular Western Placer CTSA Board Meetings and Designation of Official Newspapers for Notices for the Western Placer CTSA  |                         |
|           | 7. Authorize the Establishment of Checking and Money Market Accounts for the Western Placer CTSA and Designation of Primary and Secondary Signatories  |                         |

**ADJOURN AS WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY**

**CONVENE AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

- |           |   |                          |
|-----------|---|--------------------------|
| <b>T.</b> | <b>Administration of the Western Placer Consolidated Transportation Service Agency Joint Powers Authority</b> | <b>Action</b><br>Pg. 103 |
| <b>U.</b> | <b>Western Placer CTSA Fare Revenue and Local Support Ratio</b>   | <b>Action</b><br>Pg. 104 |

**ADJOURN AS PLACER COUNTY TRANSPORTATION PLANNING AGENCY**

**CONVENE AS PLACER COUNTY AIRPORT LAND USE COMMISSION**



PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

*MEMORANDUM*

TO: Board of Directors

FROM: Celia McAdam, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: November 20, 2008

Below are the Consent Calendar items for the December 4, 2008 agenda for your review and action.

1. Quarterly Status Report on Federally Funded Projects  
The attached Quarterly Status Report summarizes progress made in the delivery of each project funded with STIP and locally controlled federal funds. The report provides key dates for allocating, spending, and invoicing for funds as applicable.
2. FY 2008-09 Federal Transit Administration (FTA) Section 5311 Program of Projects  
FTA Section 5311 funds provide operating or capital assistance for transit in rural areas. Placer County Transit and the City of Lincoln are the only operators who provide service in the rural areas of PCTPA's jurisdiction. Both jurisdictions have in past years used these funds to operate their respective services; therefore, the proposed FY 2008-09 program of projects consist of operating assistance funding for transit services. Both jurisdictions agree to split the available Section 5311 funds in half based on vehicle service hours provided.

Service provided by Placer County Transit to the City Lincoln will be credited out of the City's share of the FTA funds. Part of Placer County Transit's portion is credited to Colfax thereby providing the 50 percent maximum allowable Federal matching funds for Local Transportation Funds for Colfax. The remaining County portion supports services in rural, unincorporated Placer County, including TART service in the North Lake Tahoe basin.

3. Final Bus Rapid Transit Service Plan for South Placer County  
A draft of the Bus Rapid Transit Service Plan for South Placer County was presented to the Board at the October 9, 2008 meeting. No action was taken at that meeting because the item was agendized as an information item only.

To summarize, the final Service Plan describes the planning elements needed to implement the proposed BRT service. These include: ridership estimates; capital needs and technological opportunities; an implementation phasing strategy; institutional models to manage the proposed service; a financial plan that identifies a range of capital and operating costs and to identify a variety of potential funding sources; and a recommended action plan, including potential responsible service agencies.

Staff has incorporated into the final Service Plan, Board comments from the October 9 meeting along with those previously received from the TOWG, the PCTPA TAC, the SACOG Transit Coordinating Committee, and the City of Roseville. In order for staff to complete the final payment to the consultant – URS, and to close out the grant with Caltrans,

the Board needs to accept the final Service Plan as complete. Staff recommends that the Board accept the Final Bus Rapid Transit Service Plan for South Placer County as complete.

4. Final Estimate FY 2008-09 PTMISEA Jurisdiction Fund Allocation and FY 2007-08 Jurisdiction Fund Balance

The Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Jurisdiction Fund Allocation is based on an estimate provided by the State Controllers Office on October 10, 2008, as well as actual fund balances from the FY 2007-08 allocation. Deadlines for submittal of applications to Caltrans is November 30, 2008. Each jurisdiction will need to file a draft application directly with Caltrans by this date. Caltrans will accept draft applications based on our assurance that the Board will approve the jurisdiction allocations at its December meeting. In addition, the Board will also need to designate the Executive Director to act as the authorized agent for the purpose of obtaining PTMISEA funds provided by the California Department of Transportation, Division of Mass Transportation. Staff recommends approval of the FY 2008-09 PTMISEA Jurisdiction Fund Allocation and FY 2007-08 Jurisdiction Fund Balance, as well as designating the Executive Director as the authorized agent for PTMISEA funds.

5. Final Estimate FY 2008-09 State Transit Assistance (STA) Jurisdiction Fund Allocation

As the Regional Transportation Planning Agency for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. TDA provides funds under two separate programs: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. LTF revenues and STA funds are apportioned among the local agencies on the basis of population. Population estimates come from the California Department of Finance (DOF).

The final apportionment of LTF funds was adopted by the Board on August 22, 2007. Due to the delay in adopting the State budget, the State Controller had not prepared at that time a final estimate of funds available under the State Transit Assistance (STA) program. The final allocation is over 100 percent less than the preliminary allocation approved by the Board in February 2008 due to an overall slowdown in the economy as well as ongoing State budget issues and raids on public transportation account funding to address these issues. With the approval of a State budget, the final FY 2008-09 STA Jurisdiction STA Fund Allocation is now being brought to the Board for transmittal to local agencies and transit operators. Staff recommends approval of the FY 2008-09 STA Jurisdiction Fund Allocation.

It should be noted that Governor Schwarzenegger has put forth several proposals for the State Legislature to address an increasing State budget deficit. One of the proposals is to eliminate STA funding.

6. Final Estimate FY 2008-09 Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Jurisdiction Fund Allocation and FY 2007-08 Jurisdiction Fund Balance

The Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Jurisdiction Fund Allocation is based on an estimate provided by the State Controllers Office on October 1, 2008, as well as actual fund balances from the FY 2007-08 allocation provided by the State Office of Homeland Security. The deadline for submittal of applications to the State Office of Homeland Security is anticipated to be December 2008 /

January 2009. In addition, the Board will also need to designate the Executive Director to act as the authorized agent for the purpose of obtaining TSSSDRA funds provided by the State Office of Homeland Security. Staff recommends approval of the FY 2008-09 TSSSDRA Jurisdiction Fund Allocation and FY 2007-08 Jurisdiction Fund Balance, as well as designating the Executive Director as the authorized agent for TSSSDRA funds.

7. FY 2008-09 PCTPA Interim CTSA Claim for Local Transportation Funds (LTF) - \$393,790  
PCTPA is submitting a claim as interim CTSA serving western Placer County for \$393,790 in LTF funds for FY 2008-09 for CTSA transit purposes. This claim represents only half of the full apportionment. The PCTPA Interim CTSA claim is in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends approval.
8. FY 2008-09 PCTPA Interim CTSA Claim for State Transit Assistance (STA) Funds - \$27,365  
PCTPA is submitting a claim as interim CTSA serving western Placer County for \$27,365 in STA funds for FY 2008-09 for CTSA transit purposes. This claim represents only half of the full apportionment. The PCTPA Interim CTSA claim is in compliance with the approved STA apportionment and with all applicable STA requirements. Staff recommends approval.
9. FY 2008-09 Western Placer CTSA Claim for Local Transportation Funds (LTF) - \$393,790  
Western Placer CTSA is submitting a claim for \$393,790 in LTF funds for FY 2008-09 for transit purposes. This claim represents only half of the full apportionment. The Western Placer CTSA claim is in compliance with the approved LTF apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said LTF claim.
10. FY 2008-09 Western Placer CTSA Claim for State Transit Assistance (STA) Funds - \$27,365  
Western Placer CTSA is submitting a claim for \$27,365 in STA funds for FY 2008-09 for transit purposes. This claim represents only half of the full apportionment. The Western Placer CTSA claim is in compliance with the approved STA apportionment, and all transit needs that are reasonable to meet are being provided. Staff recommends conditional approval, subject to the Western Placer CTSA authorization to submit said STA claim.
11. CalPERS Retirement Program  
In May 1992, the Board approved the contractual agreement with CalPERS for participation in the CalPERS 2% @ 55 Full Formula compensation retirement plan. As adopted, PCTPA provides for the employees' contribution, known as "employer pick-up", to CalPERS. Recent rulings under Internal Revenue Code (IRC) Section 414(h)(2) require the Board to adopt a resolution to memorialize the employer pick-up provision. Staff recommends approval of Resolution #08-29 for PCTPA to be compliant with recent Internal Revenue Service rulings and CalPERS federal tax reporting requirements and regulations.



PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: PUBLIC  
MODERNIZATION, IMPROVEMENT,  
AND SERVICE ENHANCEMENT ACCOUNT

RESOLUTION NO. 08-27


The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 4, 2008 by the following vote on roll call:

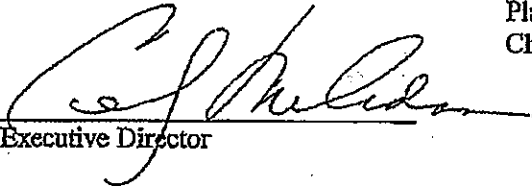
AYES: BLACKMUN, COSGROVE, GARBOLINO, HOLMES, KELLEY, LUND, McINTYRE,  
NESBITT, UHLER

NOES: NONE

ABSENT: NONE

Signed and approved by me after its passage.

  
Placer County Transportation Planning Agency  
Chairman

  
Executive Director

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, PCTPA was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the responsibility of PCTPA to prepare jurisdiction allocations and submit applications, as needed, from the Proposition 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA).

NOW, THEREFORE, BE IT RESOLVED that PCTPA:

1. Approves the FY 2008-09 Jurisdiction PTMISEA Fund Allocation and FY 2007-08 Jurisdiction Fund Balance; and
2. Determines that projects derived from transit operator Short Range Transit Plans and the Placer County Regional Transportation Plan 2027 are eligible projects for purposes for applying for PTMISEA funds; and
3. Designates the Executive Director to execute for and on behalf of the Placer County Transportation Planning Agency (PCTPA), including jurisdictions within Placer County, and local Transit Operators, any actions necessary for the purpose of obtaining PTMISEA funds provided by the California Department of Transportation, Division of Mass Transportation.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY  
FINAL ESTIMATE FY 2008-2009 PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)  
JURISDICTION FUND ALLOCATION (EXCLUDING TAHOE BASIN)  
December 4, 2008

GC 8879.55(a)(2) Allocation (based on PUC Section 99313)	\$1,176,546
GC 8879.55(a)(3) Allocation (based on PUC Section 99314)	\$117,353
<b>Total FY 2007-08 PTMISEA Fund</b>	<b>\$1,293,899</b>
5 Percent Allocation	\$68,827
<b>Total FY 2008-09 PTMISEA Fund Available to Jurisdictions</b>	<b>\$1,235,072</b>

FY 2008-2009 Jurisdiction PTMISEA Fund Allocation & FY 2007-2008 Jurisdiction Fund Balance						
Jurisdiction	January 2008 Population	Percent	GC 8879.55(a)(2) Population Allocation	GC 8879.55(a)(3) Para Revenue Allocation	FY 08/09 Jurisdiction Allocation	FY 07/08 Jurisdiction Balance
PCTPA/Western Placer CISA			\$58,827	\$0	\$58,827	\$54,428
Placer County	95,967	29.95%	\$384,705	\$8,198	\$414,903	\$141,319
Auburn	13,273	4.14%	\$46,292	\$3,506	\$50,198	\$15,382
Colfax	1,858	0.58%	\$6,470	\$0	\$6,470	\$11,698
Lincoln	39,759	12.41%	\$138,654	\$1,311	\$139,975	\$240,415
Loomis	6,624	2.07%	\$23,103	\$0	\$23,103	\$0
Rocklin	53,849	16.80%	\$187,788	\$0	\$187,788	\$1,820
Roseville	109,154	34.08%	\$380,697	\$1,938	\$412,635	\$733,002
<b>TOTAL</b>	<b>320,474</b>	<b>100.00%</b>	<b>\$1,176,546</b>	<b>\$117,353</b>	<b>\$1,293,899</b>	<b>\$1,188,084</b>

Notes:

(1) 5 percent of unencumbered GC 8879.55(a)(2) allocation is based on STA PUC 99313 Allocation.

(2) FY 07/08 Balance will be carried over to FY 08/09 application cycle. Refer to spreadsheet titled - Corrected Final Estimate FY 2007/2008 PTMISEA, June 18, 2008.

Source: PTMISEA Fund Allocation Final Estimate Government Code 8879.55(a)(2) and 8879.55(a)(3), California State Controller - FY 2008-2009, October 10, 2008.

GC = Government Code

PUC = Public Utilities Code

Jan 1, 2008 DOF Population	12,927	3.87731%
TRPA Population	320,474	96.12269%
PCTPA Population	333,401	
<b>TOTAL</b>		

Source: Table E-1: City/County Population Estimates January 1, 2007 to January 1, 2008, DOF, 11/17/2008

1 RESOLUTION NO. 11-  
2 RESOLUTION AUTHORIZING THE FUNDING AGREEMENT WITH PLACER  
3 COUNTY TRANSPORTATION PLANNING AGENCY.  
4 -----

5 THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

6 That the City Council of the City of Auburn does hereby authorize the  
7 City Manager to sign and execute the funding agreement with Placer County  
8 Transportation Planning Agency for the Auburn Transit Bus Replacement  
9 Project.

10 A true and correct copy of said Funding Agreement is attached hereto as  
11 Exhibit "A."

12 DATED: May 9, 2011

13 \_\_\_\_\_  
William W. Kirby, M.D., Mayor

14 ATTEST:

15 \_\_\_\_\_  
16 Joseph G. R. Labrie, City Clerk  
17

18 I, Joseph G. R. Labrie, City Clerk of the City of Auburn, hereby certify  
19 that the foregoing resolution was duly passed at a regular session meeting of  
20 the City Council of the City of Auburn held on the 9th day of May 2011 by the  
following vote on roll call:

21 Ayes:

22 Noes:

23 Absent:

24 \_\_\_\_\_  
Joseph G. R. Labrie, City Clerk  
25  
26  
27  
28

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